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PORT OF PORTLAND

DAILY DIARY

PAGE 1 OF 4

PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090

CONTRACTOR Hickey Marine SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Thursday, January 25, 2001 REPORT NO. 004

WEATHER Cloudy to Partly Cloudy, Occasionally Windy TEMPERATURE 35 - 45

NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:	MAJOR EQUIPMENT ON JOB (Size/capacity and hours):
Hickey Marine - Superintendent, Operator, Pile Buck	Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat
Port Navigation -	Port Navigation -

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:15 am Per telecon with Greg Perkins (Hickey), he estimated that he would begin dredging at 8:30 am.

7:45 am Per telecon with Jeff Hawkins (Port Dredge Captain), we discussed the tentative schedule for dredging this weekend. Hickey planned to dredge on Saturday, but not on Sunday. There was no access at Terminal 5 or Terminal 6 for dredging on Monday. We agreed that the Port crew could empty the dredge barge on Monday for possible dredging on Tuesday.

8:00 am Per telecon with John Childs (Port Environmental), he would be at Terminal 5 this afternoon. He indicated that I should page him concerning any environmental issues.

8:15 am Hickey was not at Terminal 5, Berth 503.

8:30 am Per telecon with Greg (Hickey), he complained about the material and excess water returned in the dredge barge. Greg was concerned that the added water and material would limit the quantity of material that he could dredge. I indicated that most of the remaining water was due to the screen being placed on the bin with the debris in it, which was full of water. The Port could not remove this water. I indicated that there may also have been some migration of water from bin to bin. I stated that I had been at the pump site and witnessed the effort that was made to remove as much material as possible. We anticipated that there would be 2 feet of material remaining in the bins after pumping. Greg inquired if we could remove the material from the corners of the bins. I indicated that we did attempt to use the jets on the pump to remove the material.

8:40 am Per telecon with Walt (Port Engineer), the requirement for 2 feet of freeboard was not necessary if the material at Terminal 5 was easily screened. I confirmed that there was typically a minimum of 18 inches of material left in the barge bins, due to the limitations of the pump configuration. Per telecon with Marcel (Port Project Manager), I informed him of my conversation with Walt.

9:00 am Per telecon from Chuck Bergstrom (Port Survey), he indicated that I should notify Tim Hagedorn (Hagedorn Survey) if survey was required this Friday, because Tim was planning to be out of town.
Per telecon with Tim, he requested that I contact Dan (Hagedorn Survey) for tomorrow and himself for Saturday.

9:15 am Per telecon with Greg Speyer (Hickey), per my request, Greg Perkins (Hickey) would use water from the barge bins instead of the river (when possible) to wash the soil through the screen. He informed me that dredging would start at 10:30 am.

10:45 am Per telecon to Chris Alexander (Kinder Morgan), the next ship at Berth 503 was scheduled to arrive late Sunday night. Chris indicated that there was a crew working on the crane. They would raise the crane boom if necessary.

10:53 am Hickey arrived on site.

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11:30 am Hickey was repairing for dredging at the upstream end of Berth 503. A Pile Buck was removing debris on the deck of the dredge barge. He placed the debris on the crane barge.

11:33 am Hickey began dredging at the upstream end of the dredging work area of Terminal 5 indicated on the Project Plans.

11:40 am I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I noted that the visible turbidity plume was 80 to 90 feet from the bucket. The plume would settle out during the rehandling of dredge material on the 4 inch screen or during the advancing of the crane barge to the north.

11:50 am Greg Speyer (Hickey) and Cliff (Hickey) arrived on site. Greg inquired about survey monuments at Berth 503. Per Telecon to Chuck B. (Port Survey), the monument was shown on the plans at the downstream end of Berth 503. I notified Greg. During my conversation with Greg, he informed me that if he bid the project again, he would add another \$100,000 due to the difficulty of screening the material. He indicated that he probably would not bid the project anyway.

12:45 pm Greg informed me that the crew would work until 6 pm, and then he left the site.

I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

12:50 pm Per Telecon with John Childs (Port Environmental), I indicated that the turbidity was close to exceeding the standard but settled out during short non-dredging periods.

1:00 pm Per Telecon with Marcel, I gave an update of the project.

1:30 pm Per Telecon with John (Port CCM), he requested that I contact Rob Cook to discuss the dredging schedule. I left a voice message for Rob Cook.

1:50 pm Per Telecon from John Childs (Port Environmental), he notified me that he would be on site in one hour with Walt Haynes (Port Engineer) and Hart Crowser (Environmental Consultant) to begin water sampling. John indicated that they did not plan to collect water samples any closer than 100 feet downstream from the dredge bucket. Per Telecon to Greg Perkins, I notified him that the Port boat would be sampling in about an hour and that they would be no closer than 100 feet from the dredge bucket. Greg informed me that there was a 0.3 of a foot rise in the river elevation since this morning.

2:00 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

2:20 pm Hickey advanced the dredging to the upstream end of Berth 503 concrete deck. Very little debris appeared to be left on the four inch screen.

2:40 pm The crane operator spent several minutes picking up and dropping material on the four inch screen to pass the material through the screen. The material at Terminal 5 appears to be passing through the 4 inch screen more easily than the material at Terminal 6. Barge Bin #3 is filled with dredge material. Barge Bin #4 is partially filled. The four inch screen is straddled over the two bins. Per telecon with John Durst (Port CCM), I provided an update on the dredging progress.

Per telecon to John Childs, he informed me that he would be leaving in ten minutes for the site.

Per telecon to Greg Speyer (Hickey), they will dredge until 10:00 pm tonight. He indicated that he was anticipating that the Port would pump dredge material on Saturday. The Port would pump on Friday, and Hickey will dredge on Saturday. I notified

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Jeff Hawkins (Port Dredge Captain).

3:00 pm Walt (Port Engineer), John (Port Environmental), and Hart Crowser arrived on the Port boat. Per telecon to Greg S. (Hickey), I confirmed that the dredge barge would be brought to the Port pumping site at 7:00 am tomorrow. According to Greg Perkins (Hickey), the river elevation was up another 0.3 of a foot, for a total of 0.6 of a foot since this morning.

3:30 pm Barge Bins No.3 and 4 are filled with dredge material and are overflowing to the adjacent Bins No.2 and 5. I notified Chris Alexander (Kinder Morgan) that we would dredge until 10:00 pm tonight. Walt, John, and Hart Crowser are sampling several hundred yards upstream.

4:00 pm I marked off 100 feet downstream from the dredge bucket to assist with the water sampling by Walt, John, and Hart Crowser. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I noted that the turbidity plume from the dredging operation appeared to be moving slightly upstream.

4:20 pm I marked off 250 feet downstream from the dredge bucket to assist with the water sampling by Walt, John, and Hart Crowser.

4:30 pm Per telecon from Greg Speyer (Hickey), two workers were on the way to the site to take over for the night shift. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

4:50 pm Hart Crowser continued sampling water downstream from the dredge operation. Two new crew members arrived on site. Dredging ceased for the switching of the crew members. Walt, John, and Hart Crowser left the site on the Port boat.

5:20 pm Hickey resumed dredging.

5:35 pm A log was pulled with the clam bucket and was placed in Barge Bin No.1. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I checked the turbidity under the light of the crane barge spotlights and with a flashlight.

6:40 pm Barge Bin No.2 was filled with water, and Barge Bin No.1 was 2/3 filled with water. Hickey was dredging at the first bollard on the upstream end of Berth 503, along the face of the dock.

7:00 pm I observed that the new operator tended to overload the screen and spill material over the side.

7:15 pm Overloading of the screen continued. I contacted Greg Perkins (Hickey) and indicated that this practice was not acceptable, and all materials should go through the screen. Greg met with his operator and directed him to keep the screen cleaner to prevent spillage over the side.

7:30 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

7:40 pm Cliff (Hickey) arrived on site. I notified him of the problem with overloading the screen and indicated that it appeared that the crew corrected their method of material placement. The operator was taking more time to clear the screen.

8:00 pm Cliff informed me that the crew would work until 11:00pm. Hickey moved the screen to straddle Barge Bins No. 5 and 6. The draft at the pump house end of the barge was 9 feet.

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8:15 pm Hickey had difficulty placing the 4 inch screen and resorted to using the cutting torch to make the screen fit over the bins.

8:50 pm I pointed out to Cliff that the water at Barge Bin No.1 was only 12 inches from the top of the barge. He indicated that they would begin to trim toward the other end of the barge. I will monitor the water level. Cliff left the site. The barge draft was 11 feet at the pump house end of the barge.

9:15 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. I noted that the turbidity plume was visible approximately 80 feet downstream from the dredge bucket. Hickey was dredging approximately 120 feet downstream from the upstream end of the Berth 503 concrete deck.

9:40 pm Per telecon to Walt (Port Engineer), there was no need to remove the dredge material to allow for 2 feet of freeboard in the barge bins. He indicated that maximizing the quantity of material was critical. Walt anticipated that the material was an acceptable consistency for the pumping operation.

I observed that the water level at Bin No.1 was improving. The barge draft at the pump house end of the barge was 12 feet.

10:25 pm The barge draft at the pump house end of the barge was 13 feet.

11:00 pm Dredging was ceased for the night. The overall barge draft was about 13.5 feet. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

According to Greg Perkins (Hickey), the crane barge and the dump scow will remain at Berth 503 overnight. The Tidewater Tugboat will bring the loaded dredge barge to the Port pumping site at 7:00 am tomorrow morning.

11:17 pm Hickey moved the 4 inch screen to Barge Bin No.1. The barge draft was at 13 feet at the pump house end of the barge and approximately 14 feet at the other end.

11:30 pm The spot lights were turned off on the barge. I left the site.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____



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PAGE 5 OF 4

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INSPECTOR Frank Schmidt HRS DATE

(signature on hardcopy)– _____